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PROPOSED FRONT ELEVATION (Jeffery Street)

Rear of 9-15 Railway Street/ Gillingham/ ME7 1XF

Construction of block of 4 flats

Design and Access Statement

August 2024
Revision P1

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Site location - Google Maps

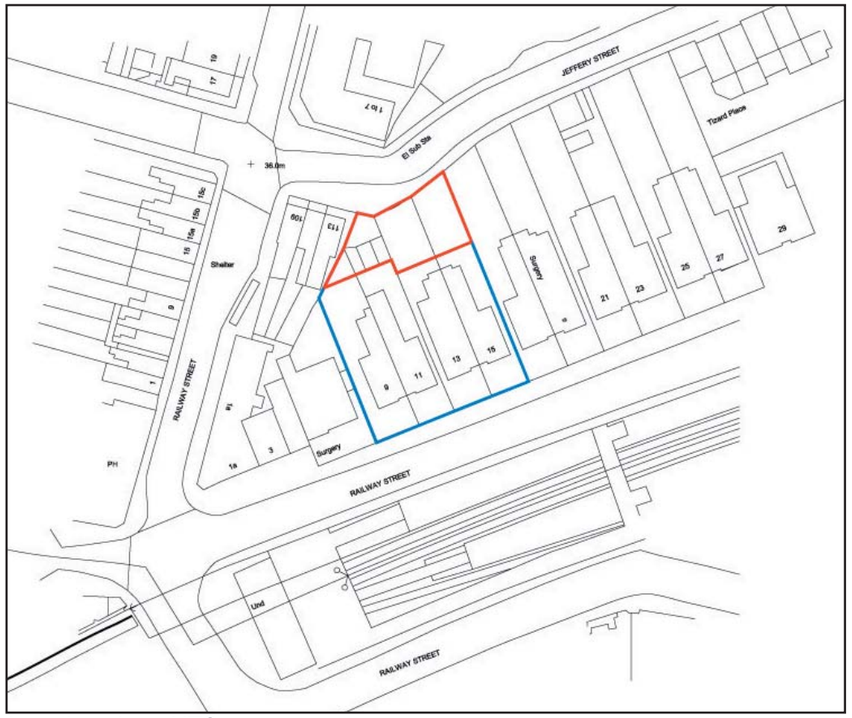
Aerial view of site - Google Earth

The site is a 273sqm rectangular shaped, vacant plot of brown-field land, with a disused double garage, to the rear of 9-15 Railway Street, Gillingham, Kent ME7 1XF with a street frontage to Jeffery Street. The site is located within the Railway Street Conservation area in Gillingham.

The site is located close to Gillingham High Street and town centre with direct access to local stores, restaurants and other facilities and within easy walking distance of bus routes and next to Gillingham mainline train station. It is also within easy reach and walking distance to the Medway Maritime Hospital, and college and university campuses along Dock Road. The site further benefits by being close to the Great Lines with public foot and cycle paths to chatham and easy access to Medway Park Leisure Centre, with Mid-Kent College only a few minutes walk down the road.

This section of Railway Street consists of a row of large Victorian semi-detached houses, most of which have been converted to flats. These properties back onto Jeffery Street, where a street frontage is established either side of the site by a terrace of three Victorian houses to the West and the recently constructed terrace of mews houses, Tizard Place, to the East of the site.

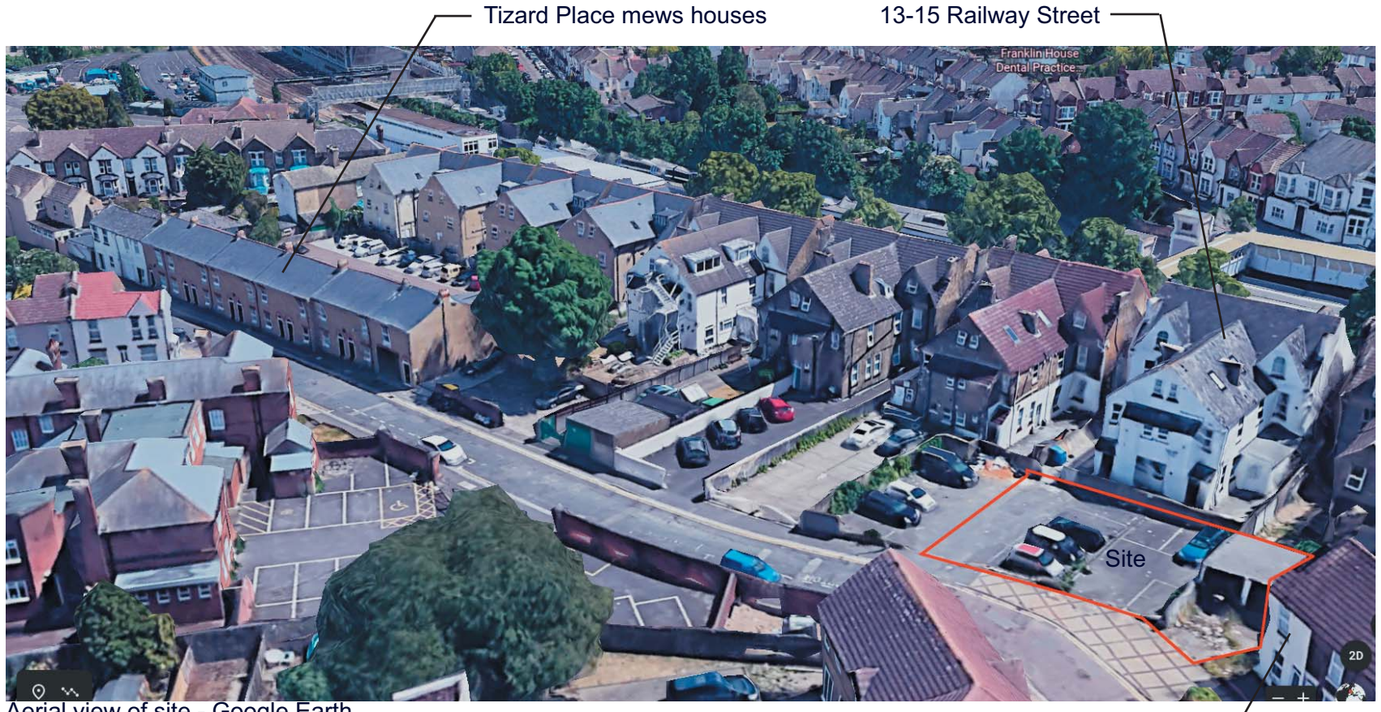
The owner is currently suffering issues of unauthorised parking, littering and trespassing on the site. The aim of these proposals is to transform this highly sustainable, vacant town-centre site by the construction a small terrace of three, high quality, 2 bed, mews houses with private south-facing terraces and with associated refuse and cycle storage and soft landscaping.



Location plan - NTS

Aerial view of site - Google Earth

Railway Street properties to front of site



Aerial view of site - Google Earth

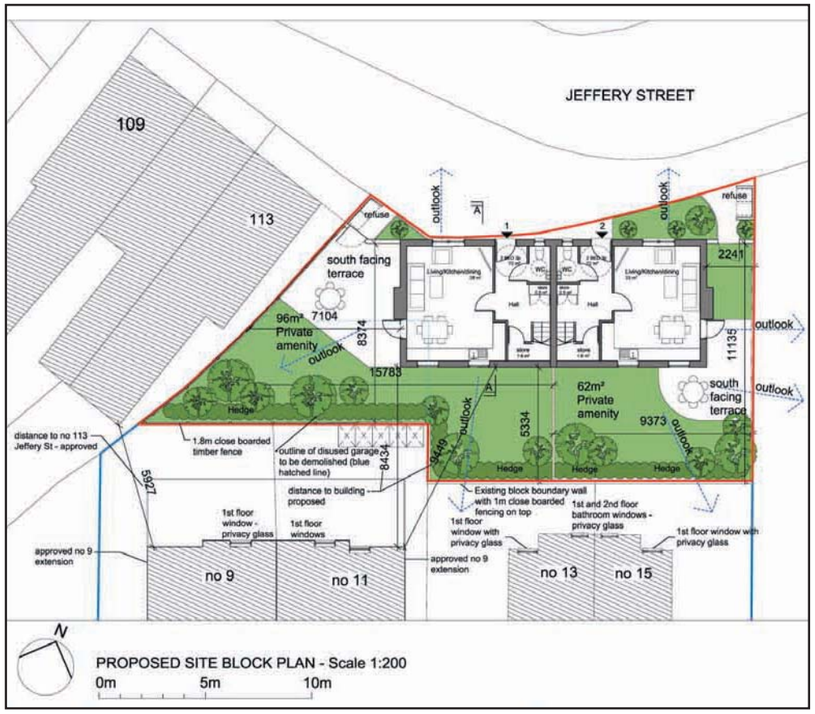
Site - Rear of 9-15 Railway Street, next to terraced houses no 109-113 Jeffery Street

Street view of Site- Google Earth

Street view of Site- Google Earth

Street view of Site- Google Earth

Street view of Tizard Place - Google Earth



A previous application for this site, for the Construction of a pair of semi-detached Mews Houses - demolition of existing double garage, was recently granted by Appeal. Application reference MC/23/0970.

Plans and images on this page show the previous scheme as approved.

3D sketch view of proposed Jeffery Street elevation - Previous approved Application

Existing and Proposed Site Plans - Not to scale

Proposed Elevations - Not to scale

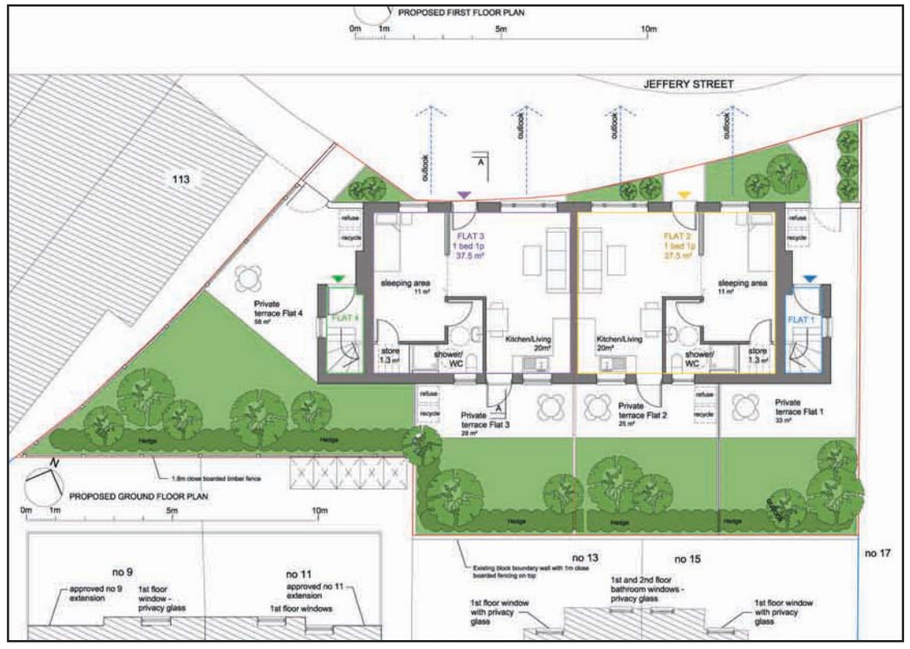
SCOPE

These proposal are for the construction a block of 4 x 1 bed flats, each with private south-facing terraces and associated refuse and cycle storage and soft landscaping.

The design, scale and bulk is almost identical to the previously approved scheme, with only a small addition of a single storey porch to each side of the building allowing access to the first floor flats.

The proposed building will form a natural continuation to the existing building line of the adjoining no 109-113 Jeffery Street terrace, and the Tizard Place mews houses a few sections further down Jeffery Street. The scale, form and design will be similar to Tizard Place, with a defined Mews-house character traditionally seen to the rear of large Victorian city houses.

Each flat has its own private entrance and front garden, with soft landscaping. To the rear there are good sized, south facing, private terraces with lawned areas, soft landscaping and trees. Screened from the yards of no 9-15 Railway Street by a close boarded timber fencing and hedging.



Proposed Ground floor plan - Not to scale

Proposed Floor Plans - Not to scale

LAYOUT

Each flat has its own private entrance. The ground floor flats are entered form the front, and the first floor flats from the side via little private porches. All four flats are of similar layout with a good sized open-plan kitchen living area and single bedroom which can open up to the living space making for more flexible use, a shower room and a store room. The first floor rear windows are fitted with privacy glass. The existing upper floor rear windows to no9, no13 and no15 Railway Street are bathroom and WC windows and are fitted with privacy glass.

RESIDENTIAL STANDARDS

Each flat has a GIA of 37.5sqm and as such meet the space standards detailed in the Department for Communities and Local Government Technical housing standards – nationally described space standard and the latest Medway Housing Design Standards for 1bed, 1p dwellings. All flats are dual aspect ensuring plenty sufficient natural ventilation and plenty of sun and day light throughout the day. The layout is designed in accordance with the principles of Lifetime Homes standards.

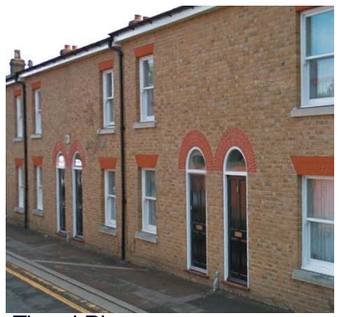
REFUSE AND CYCLE STORAGE

Each flat will have external storage areas for refuse and recycle which will be brought to kerb side on collection day in accordance with the Medway Council Waste Management Requirements New Developments for developments of 6 flats or less. The generous private amenity areas will provide plenty of space for safe cycle storage.

APPEARANCE

The building designed as pair mews houses, almost identical to those approved under previous application MC/23/0970. As a traditional row of carriage houses with living accommodation, built behind large city houses before motor vehicles replaced horses in the early twentieth century. Similar in size and design to those recently built at Tizard Place. External materials will be yellow stock brick matching the Railway Street properties, slate tiled roofs and sash window with arched brick lintels. The wider sitting room windows reflecting the traditionally wider openings of carriage houses for horse and carriage to pass through. Stable door design painted hardwood entrance doors and glazed patio doors for access to the rear gardens.

Proposed Street Elevation - Not to scale



Tizard Place

Concept images - Yellow stock brick mews houses with arched lintels and wider carriage openings

AMENITY

All four flats have great sized private, south-facing, gardens with terraces and soft landscaping. Additionally, the central town location offers walking distance to all local amenities, shops and food establishments. There will be no overlooking, privacy issues or over shadowing as a result of the proposed development.

SHADOW STUDY

Please see shadow study previously submitted for this site for June 21st and March 21st on pages 11 and 12. The result clearly shows good level of sunlight to both rear ground floor doors and windows and to gardens on March 21st throughout the day, and no shadow at all from existing buildings affecting the proposed development on June 21st.

TRANSPORT LINKS

The site is on the door step of bus routes to the other Medway towns and further afield, and directly opposite Gillingham train station with connections to London and East Kent.

ACCESS

The design has been developed in accordance with BS 8300: 2009 Design of Buildings and their approaches to meet the needs of disabled people - Code of Practice, adheres to the Disability Discrimination Act for the provision of all public spaces , and includes the following considerations as far as practicable when dealing with an existing building and set site:

ACCESS BY CAR AND CYCLE

No car parking spaces are proposed for this development as it would be difficult to cater for this on the site. The central location with excellent public transport connections and provision for secure cycle storage offers a great opportunity for well functioning, sustainable, car free development.

TRANSPORT AND HIGHWAYS IMPACT

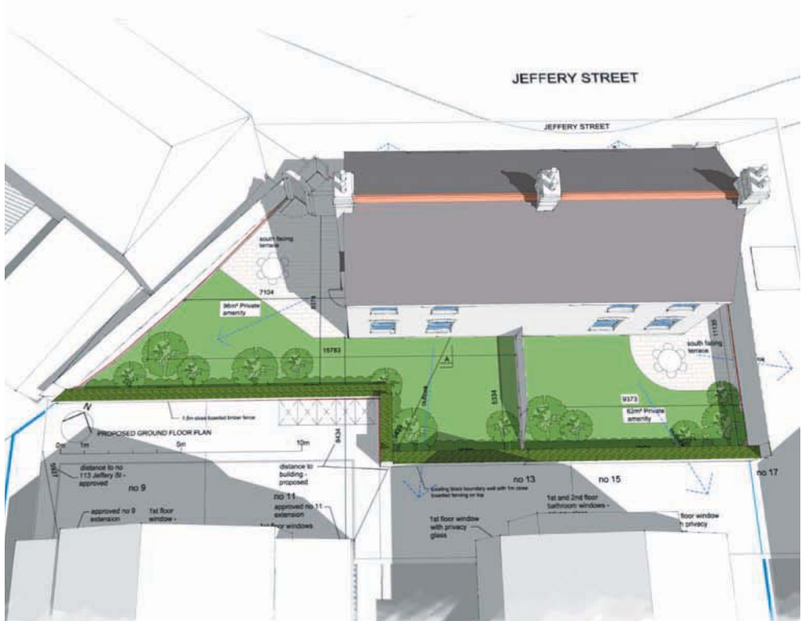
The site is located in central Gillingham with excellent public transport connections just on the door step. Several sites along Railways Street have recently gained planning approval for the conversion to residential flats without off-street car parking provisions including MC/19/3307, MC/20/0817 and MC/21/3111. Transport and highways impacts were assessed as part of those applications with the conclusion that for sites located in a town centre, so close to public transport and local amenities, a scheme with no parking provisions would be acceptable.

PEDESTRIAN ACCESS

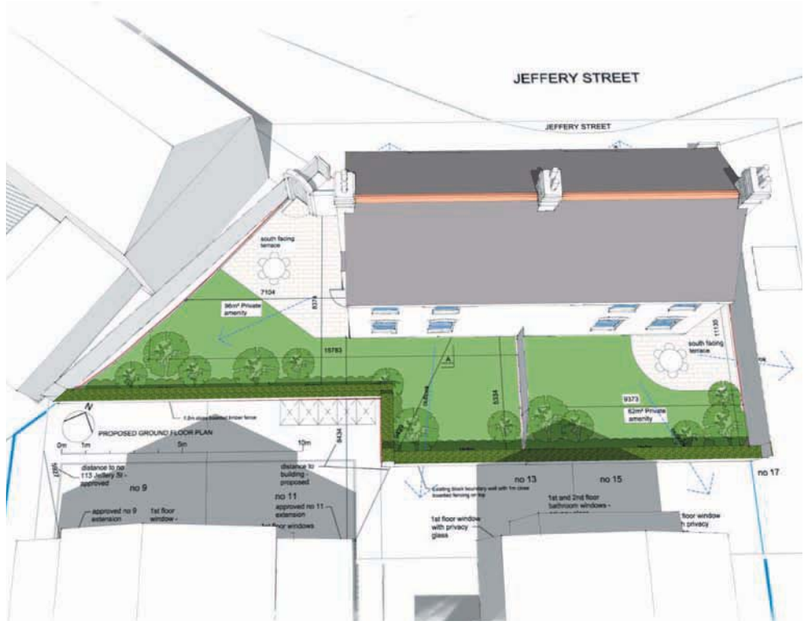
All dwellings have a level approach to a private entrance.

INTERNAL HORIZONTAL AND VERTICAL CIRCULATION

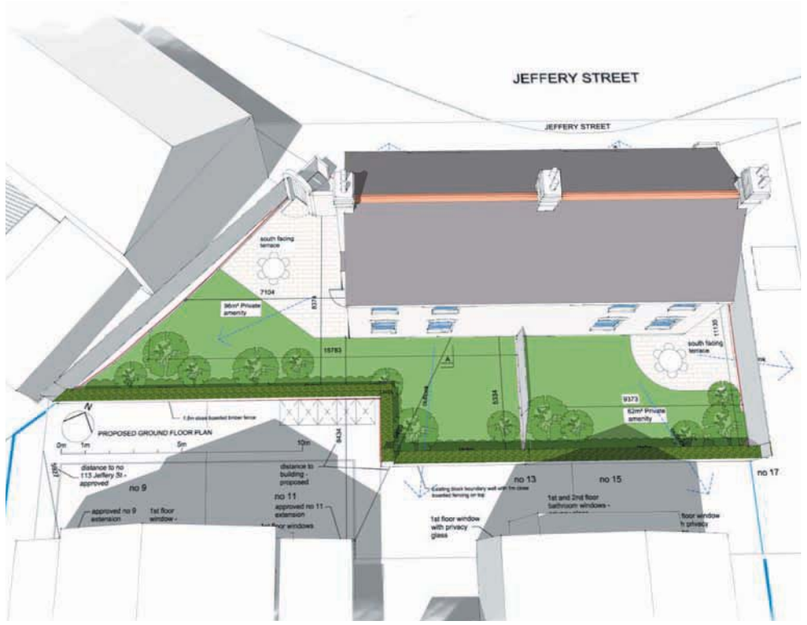
- Internal door sets will be a minimum of 910 structural openings throughout with exception of some stores.
- Door furniture and leading edge of doors will contrast with the surroundings.
- Corridors and passage ways will be free of obstructions.
- The layout of the conversion/ extension has been designed to Lifetime Homes standards.



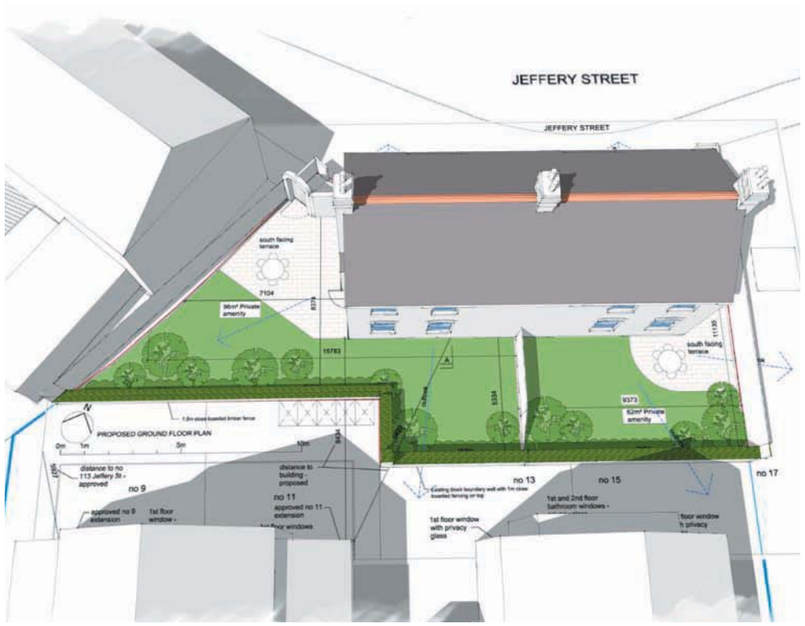
June 21st - 10am



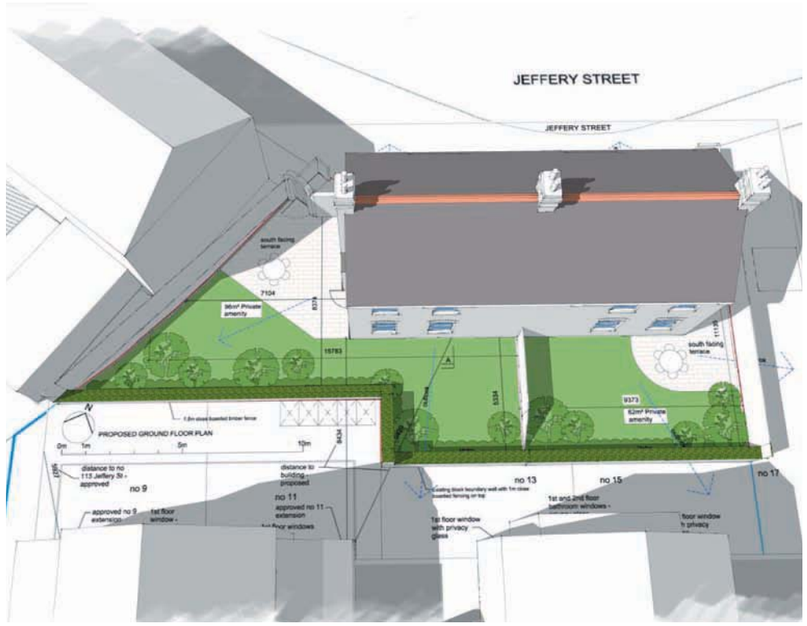
June 21st - 12 noon



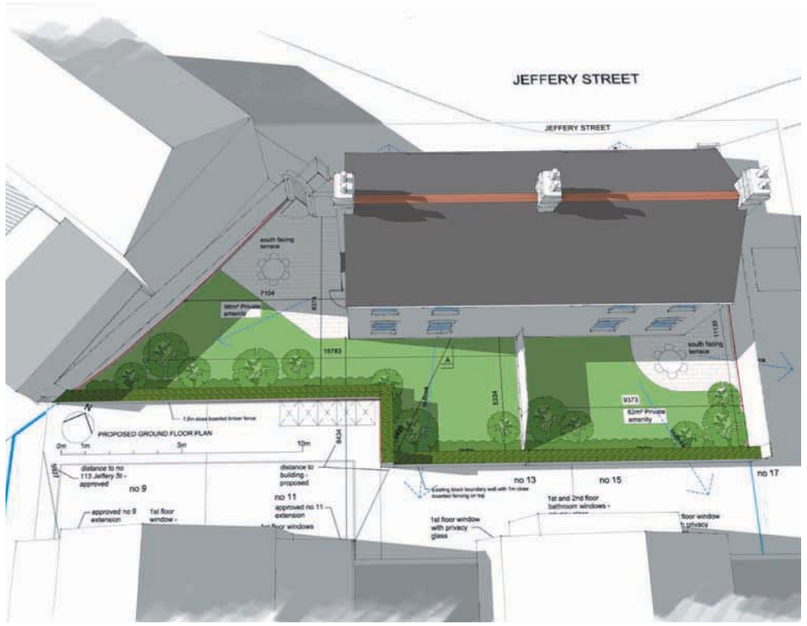
June 21st - 1pm



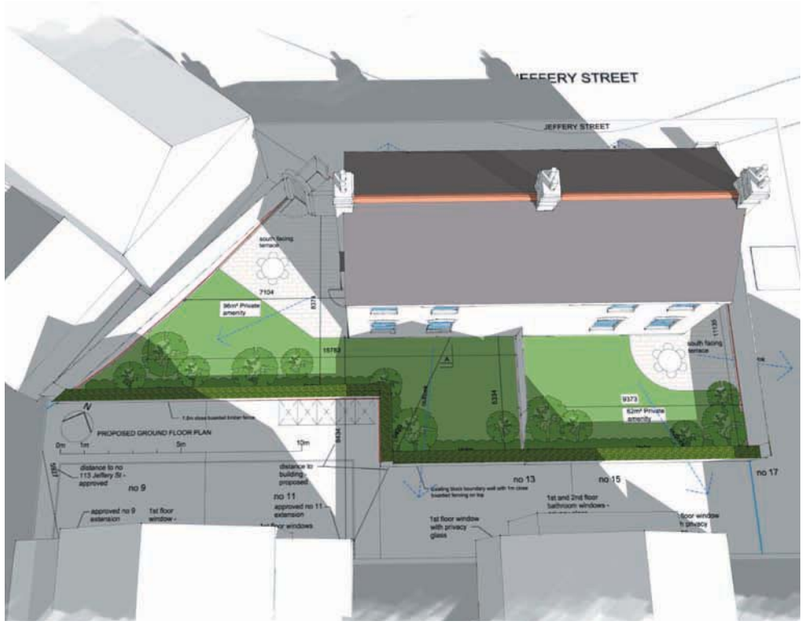
June 21st - 2pm



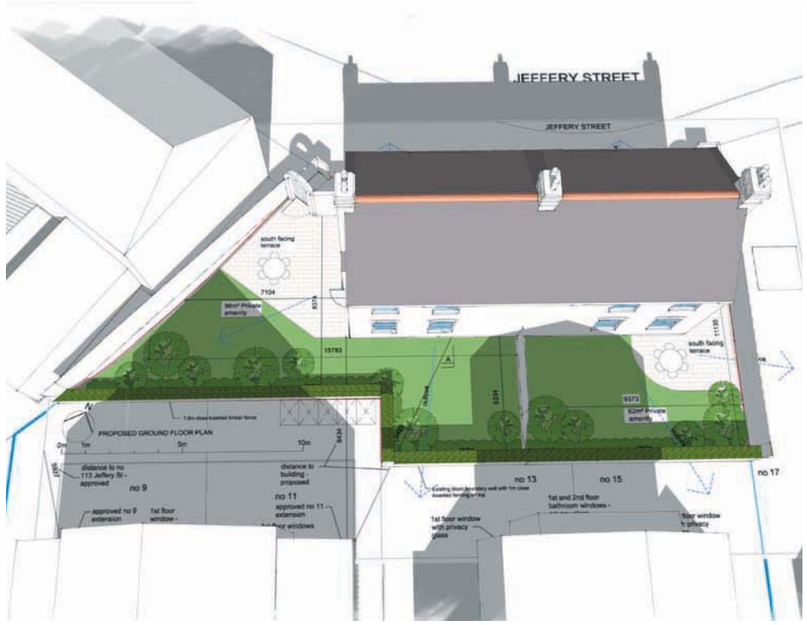
June 21st - 3pm



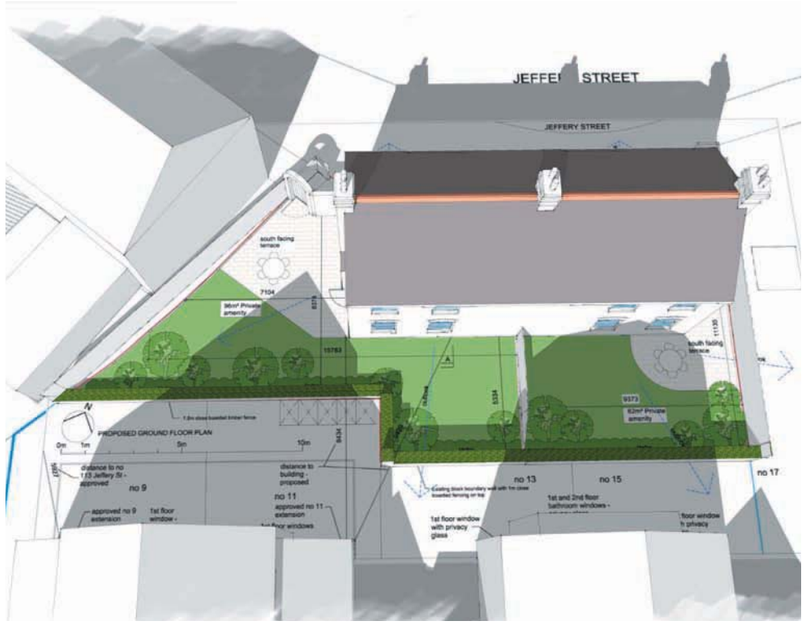
June 21st - 5pm



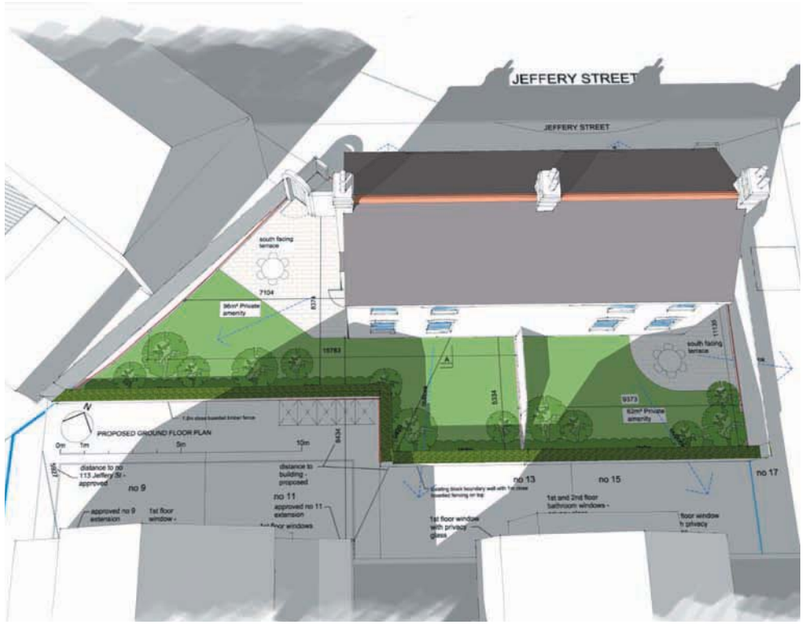
March 21st - 10am



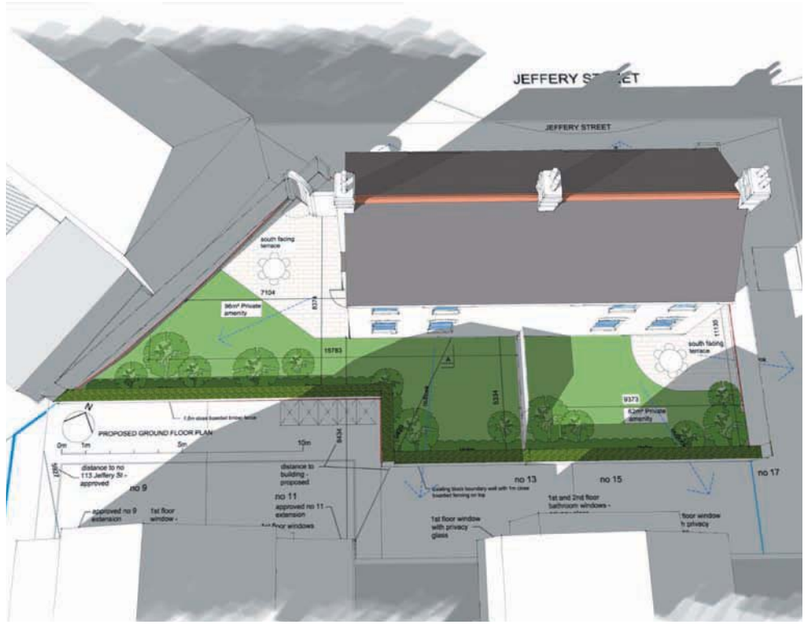
March 21st - 12 noon



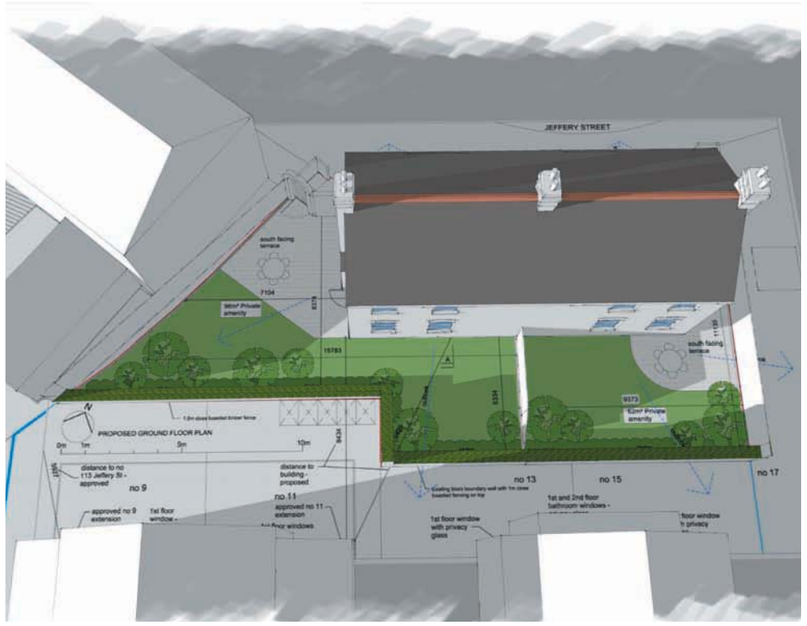
March 21st - 1pm



March 21st - 2pm



March 21st - 3pm



March 21st - 5pm

HERITAGE STATEMENT

The site is located within the Gillingham Railway Street Conservation Area. There does not appear to be a dedicated Conservation Area Appraisal available for this Conservation Area but it consists of a series of large, semi-detached , three storey houses from the Victorian Period, with ground floor bay windows and feature gable windows to front and rear of second floor. The eastern section of this street block has recently been developed with new housing in similar style, providing a continuation of the well organised street scene along this part of Railway Street. The original houses are very large and the majority have been converted to flats and other uses. Tizard Place along the eastern section of Jeffery Street presents a terrace of mews style houses of more recent construction, backing on the larger houses along Railway Street. A terrace of three Victorian smaller house are situate on the western corner of this section of Jeffery street, directly adjacent the site.

o Description of the significance of the heritage assets affected by the development:

The site sits to the rear of two pairs of semi-detached houses of the late 19th and early 20th century a series of 5 pairs of very similar semi-detached houses from the same period built along the top part of Railway Street, facing the railway station.

o Description of the contribution of their setting to that significance.

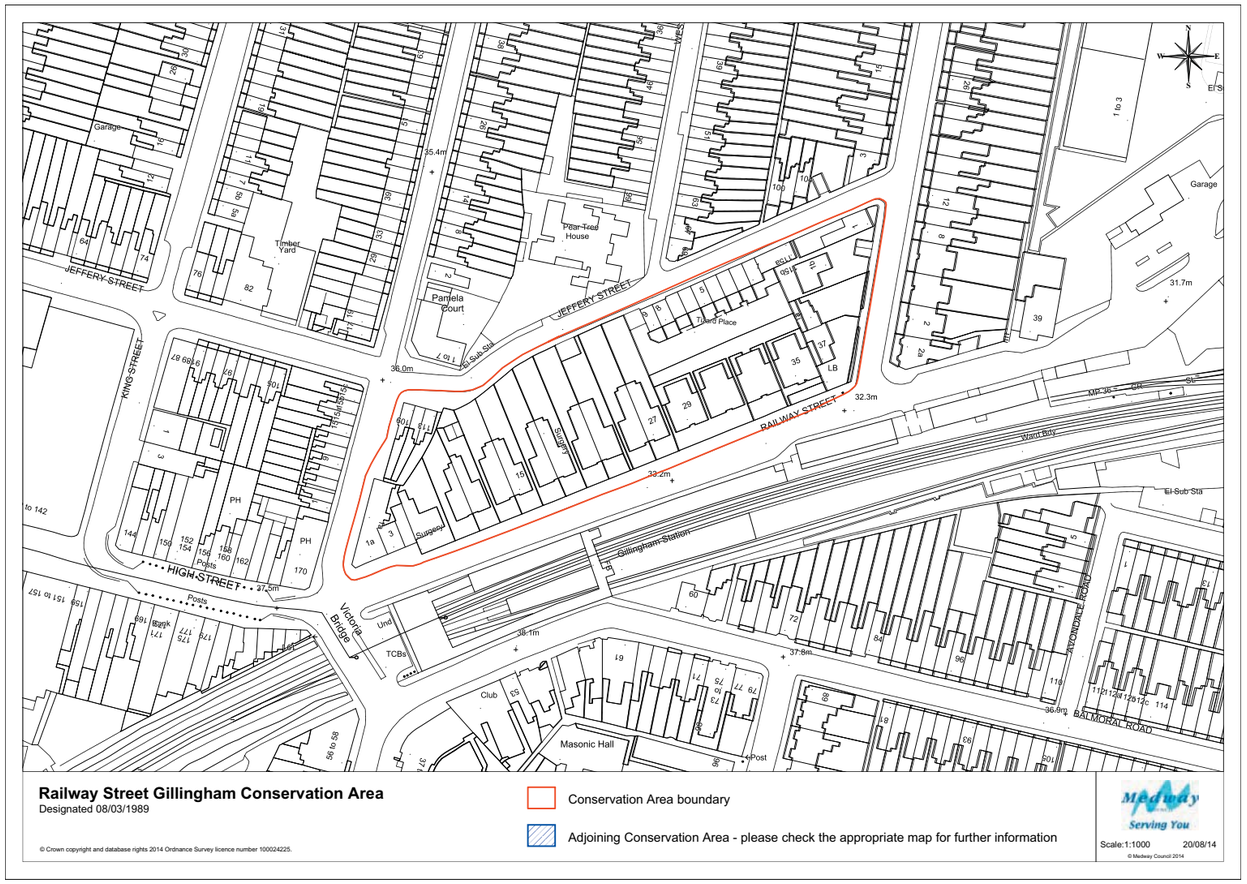
The building form part of this series of semi-detached houses providing the back drop to the Gillingham Railway Station and part of the visual gateway into Gillingham.

o Assessment of the impact of the proposals on that significance

The proposals will not result in any visual impact as seen from Railway Street. The site is currently a vacant section of hard-standing area with an unused double garage with no significant importance to the character of the conservation area. The proposed building is designed as mews houses, as a traditional row of carriage houses with living accommodation, built behind large city houses before motor vehicles replaced horses in the early twentieth century. Similar in size and design to those recently built at Tizard Place. External materials will be yellow stock brick matching the Railway Street properties, slate tiled roofs and sash window with arched brick lintels. The wider sitting room windows reflecting the traditionally wider openings of carriage houses for horse and carriage to pass through. Stable door design painted hardwood entrance doors. The proposals will result in a clear improvement of the appearance and character of the area and Jeffery Street street-scene, and it is therefore considered that the design of the proposed development is appropriate in relation to the character, appearance and its setting within the Gillingham Railway Street Conservation Area.

o Explanation of how the works have been designed in a way that will minimise any negative impacts and to preserve and enhance the significance.

The proposals will not be visible from Railway Street. The proposals will result in a clear improvement of the appearance and character of the area and Jeffery Street street-scene, and it is therefore considered that the design of the proposed development is appropriate in relation to the character, appearance and its setting within the Gillingham Railway Street Conservation Area.

o Explanation of how requirements relating to other legislations such as the building regulations have been balanced against the need to respect the significance of the heritage asset.

Windows are to be sash windows to reflect the period of the original building. They will be double glazed to comply with building regulations.